

REMARKS:

Claims 1-33 are hereby cancelled and new claims 34-57 are submitted herewith in their place. Care has been taken to avoid adding new matter. Antecedent basis is found in the drawings and specification as originally filed; and more particularly in Figs. 1-4 and the specification at pages 4 and 5.

The new claims are directed to an extension device for articulated vehicles (claims 34-44) as well as an incorporating vehicle with the device (claims 45-55), and then more particularly to an articulated dumper with the device (claims 56-57).

Regarding the most recently cited documents in the prosecution (Official Action dated 19 January 2006), Applicant respectfully points out the following patentable distinctions of the claimed subject matter.

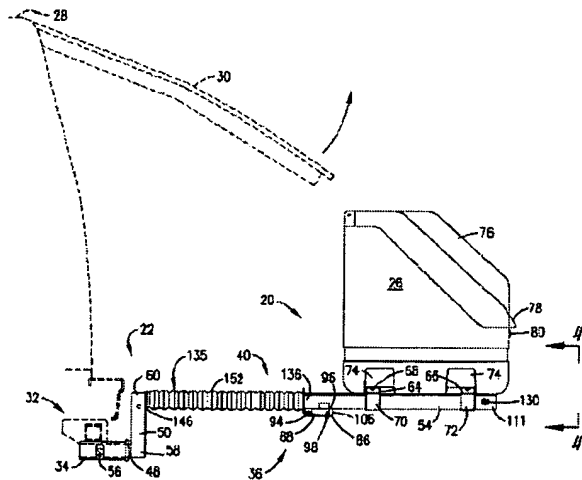
The primary reference, LeMay et al. ('341), is directed toward a conventional hitch-mount cargo box commonly used with "single family passenger vehicle" (column 1, line 13) as depicted below.

United States Patent [19]
LeMay et al.

[11] **Patent Number:** **6,152,341**
[45] **Date of Patent:** **Nov. 28, 2000**

[54] **VEHICLE HITCH MOUNTED CARGO CARRIER**

5,105,002 4/1992 Smith et al. .
5,224,636 7/1993 Bounds .
6,727,135 8/1993 Adams



The device of the '341 patent enables a backwardly telescoping feature for the load box (26) to provide clearance so that a tailgate (30) can be opened and the vehicle's interior accessed.

As indicated earlier by the Office, the '341 reference does not disclose forward and rear wheeled vehicles, but moreover, the '341 patent does not disclose "an elongate rigid frame having a horizontal longitudinal axis of rotation and extending between a front end connector that matingly engages with the prime mover wheeled vehicle section and a back end connector that matingly engages with the load-carrying wheeled vehicle section and wherein one of said connectors is a pivot connector that enables a rotatable connection about said horizontal longitudinal axis of rotation of said frame and the other of said connectors is a fixed connector that establishes a fixed connection relative to the horizontal longitudinal axis of rotation of said frame" as now claimed.

As a first and important distinction, there is no rotation about a horizontal longitudinal axis in the cited arrangement of the '341 patent, and as claimed by Applicant. Further, there is no elongate rigid frame extending between front end and rear end connectors that are configured to matingly engage the respective wheeled vehicles.

Given the general nature of the technology of the '341 patent (telescoping hitch-mount cargo carrier for a single family vehicle), it is respectfully asserted that not only is the presently claimed subject matter not disclosed, but also the field of art of the '341 patent is too remote to be included in any combination cited against the presently claimed subject matter. That is to say, persons skilled in the art of articulated vehicles, for example articulated dumpers, would not look to the hitch-mounted load carrier arts for single family passenger vehicles for design/inventive purposes. In summary, the '341 patent to LeMay et al. is not suitable §102 or §103 art.

Bratlie et al. ('271) discloses a conventional tractor-trailer combination hitched together for relative pivotation about a vertical axis (see referenced 36 in Fig. 1 and at column 3, line 62 through column 4, line 2.). Using the Office's combination of LeMay et al. '341 and Bratlie et al. ('271) as an example, Applicant respectfully asserts that no motivation exists for making such a combination of these two starkly different technologies, the differences of which are best shown by illustration below:

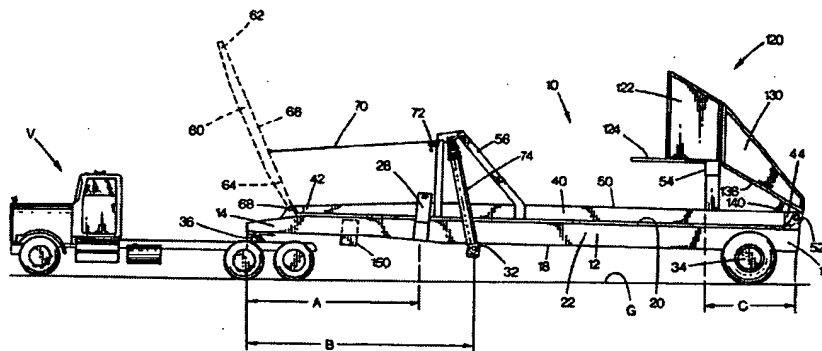
United States Patent [19]
Bratlie et al.

US005344271A
[11] **Patent Number:** **5,344,271**
[45] **Date of Patent:** * **Sep. 6, 1994**

[54] **TRAILER DUMPER**

4,483,650 11/1984 Sims 298/11 X

FIG. 1



U.S. Patent

Sep. 6, 1994

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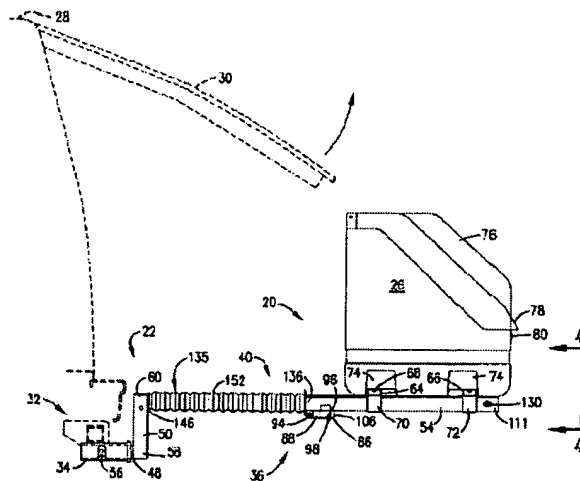
5,344,271

United States Patent [19]
LeMay et al.

[11] **Patent Number:** **6,152,341**
[45] **Date of Patent:** **Nov. 28, 2000**

[54] **VEHICLE HITCH MOUNTED CARGO CARRIER**

5,105,002 4/1992 Smith et al. .
5,224,636 7/1993 Bounds .
5,727,125 8/1998 Morrison



Cartwright '982 has been cited as an example of a cardan shaft with circular cross section which Applicant does not dispute, but given the points made above regarding the deficiencies of LeMay et al. and Bratlie et al. with which the Office wishes to combine Cartwright '982, Cartwright '982 does not contribute to a viable § 103 combination, particularly in view of Applicant's new claims.

In summary, Applicant respectfully urges the allowance of the presently submitted claims as being supported in the original disclosure, including the accompanying drawings, and being new, novel and patentable in view of the art of record.

The undersigned representative requests any extension of time that may be deemed necessary to further the prosecution of this application.

The undersigned representative authorizes the Commissioner to charge any additional fees under 37 C.F.R. 1.16 or 1.17 that may be required, or credit any overpayment, to Deposit Account No. 14-1437, referencing Attorney Docket No.: 7589.342PCUS00.

In order to facilitate the resolution of any issues or questions presented by this paper, the Examiner may directly contact the undersigned by phone to further the discussion.

Respectfully submitted,



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